

# ENVOY WAS MURDERED

"The Sun's" Report of German Minister's Murder Confirmed.

## OTHERS IN GREAT DANGER.

But There Is a Rumor That the Relief Force Has Reached Peking.

## OUR LEGATION DESTROYED.

Only Three Left Standing—Our Admiral's Cautious Policy Now Approved.

Attack on the Taku Forts Made Chinese Troops Allies of the Boxers—Some Confusion as to the Date of the German Minister's Murder—Killed While on His Way to the Foreign Office—His Body Hacked to Pieces—Other Envoys Safe on June 26, but Chinese General Had Announced That He Feared It Was Impossible to Protect Them Longer—Our Consul at Shanghai Says Prince Tuan Ordered All Viceroy to Attack Foreigners—Five of Capt. McCall's Men Killed and Twenty-three Wounded in the Fighting With Seymour—Russians Accused of Pillaging at Tien-Tsin—The American Missionaries Flee From Wei-Hien and Are in Danger.

Special Cable Dispatch to THE SUN.

LONDON, July 2.—The startling dispatch sent on June 16 from Hong Kong by a staff correspondent of THE SUN, containing the exclusive announcement that Baron von Ketteler, the German minister at Peking, had been killed, is confirmed by a Chefoo dispatch, dated July 1, which says the German minister was murdered by Chinese soldiers while on his way to the Tsung-li-Yamen. An interpreter who was with him was wounded, but managed to escape to one of the legations.

On June 23 only three of the legations remained standing, the others having been destroyed by the Chinese.

This dispatch says that the murder of Baron von Ketteler occurred on June 18, but a dispatch sent from Shanghai to-day says that the consul body there has received official news that Baron von Ketteler was murdered on June 16. While riding in Legation street he was attacked by Chinese troops and Boxers, who dragged him from his horse and killed him. His body was afterward hacked to pieces.

The Chinese then set fire to the German legation and six other legations. A number of natives, who were employed as servants at the legations, were slain and their bodies thrown into the flames.

A Shanghai dispatch says that the United States Consul there states that a telegram sent by Gen. Yung Lu on June 26, reports that all the Ministers at Peking, with the exception of Baron von Ketteler were safe that morning, but that their situation was desperate and he doubted whether they could hold out another twenty-four hours as he and the Empress could no longer protect them.

Another dispatch from Shanghai dated to-day, says it is reported that large forces of the allied foreign troops have arrived in Peking, having defeated the combined army of Chinese Imperial troops and Boxers. The Chinese field artillery is reported to have been superior to that of the foreigners, but it was badly handled.

The Daily Express's Shanghai correspondent says that the Consuls there now have little hope that any foreigners are alive in the capital.

A curious dispatch has been received in Rome from the officer commanding the Italian warship Elba, who telegraphs from Taku under date of June 30, saying: "News received here from the German Minister at Peking states that all the foreign legations have been burned except the British, French and German. All the members of the diplomatic body took refuge in the British legation."

This report is undoubtedly garbled as a news agency dispatch from Shanghai states that the legations that were reported to be safe on June 23 were the British, Austrian and Belgian.

A news agency dispatch from Shanghai, dated June 26, says it is reported that the foreigners in Peking have started thence for the coast under a strong escort of Chinese troops.

All these telegrams from China do not do much to clear up the situation. Every special correspondent and every news agency sends confirmation of THE SUN's exclusive report of the murder of Baron von Ketteler, but their numerous discrepancies have led some few papers to express the hope, even now, that the report is incorrect. This hope, however, has been practically abandoned. The story concerning the murder of the Minister is an excellent example of the evident difficulty of getting accurate news from China. The Telegraph's correspondent says that news from Peking is to the effect that the murder occurred on June 18 and 19th. All, however, report the fact, the first information of which was given by THE SUN's correspondent a fortnight ago.

## OUR CONSUL SENDS THE NEWS.

Some Error in the Date of the Murder—Prince Tuan's Order to Attack Foreigners.

WASHINGTON, July 1.—Official news of a startling character concerning the situation in Peking was received by the Secretary of State to-day, from John Goodnow, United States Consul-General at Shanghai. Two dispatches came from Mr. Goodnow and the following statement of their contents, the language used being largely taken verbatim from them, was obtained:

"Reported Shanghai that German Minister murdered Peking 19th. On the 23d three editions still standing. On the 26th dispatch received in Shanghai from Yung Lu, Viceroy of Pechili, that the other Ministers safe. Despatches received in Shanghai from different sources indicate that Prince Tuan, father of his apparent, seems to be absolutely in control. His influence is worst possible, he being hostile to foreigners. It is even said Tuan issued edict as far back as 20th, ordering all Viceroy to attack foreigners in their respective provinces, an order which thus far has not been executed."

The fact that this story is a staff correspondent in China telegraphed from Hong Kong on June 16 the report that Baron von Ketteler, the German Minister at Peking, had been murdered, indicates that his death, granting that the news is true, occurred before the date given by Consul-General Goodnow. Government officials here, while not caring to express any opinion as to the accuracy of the statement of Mr. Goodnow, are apparently inclined to put faith in them. Shanghai is a hotbed of sensationalism at all times of trouble in China, and has not lessened its reputation in that regard in the existing crisis, but Mr. Goodnow has not sent any reports that he did not believe to be true. The fact that the State Department made public the contents of his dispatches, not even suppressing the strictures on the character of Prince Tuan, is especially significant, indicating that the Government must have good reason to believe that Mr. Goodnow's information is authentic. It is noticeable that Mr. Goodnow did not send at the time June 26 the statement that a dispatch had been received in Shanghai from the Viceroy of Pe-Chi-Li that the other foreign Ministers, Von Ketteler excepted, were safe. His mention of it six days later is evidence that he has satisfied himself that the Viceroy's report was correct.

Prince Tuan, the father of the recently chosen heir apparent, was chosen President of the Tsung-li-Yamen, the all powerful Chinese board of foreign affairs, early this month. The last dispatch received by the State Department from Minister Conger, which was delivered to the Department at 11 P. M. on June 12, said that the Tsung-li-Yamen had been reorganized with Tuan as President, and that three new members had been appointed. The appointments were made, of course, by the Empress Dowager.

A cabinet officer said to-night in answer to inquiries with reference to the information contained in Mr. Goodnow's dispatches that Shanghai news must usually be taken with allowances, and while declining to comment on the reports that Baron von Ketteler had been killed, he said a belief that they might merely be reports that have not been verified by him.

The news is viewed with concern, however, in the inner official circle and creates a painful impression after the reports which came yesterday from Rear Admiral Kempff and the United States Consul at Tien-Tsin, that the Ministers were still in Peking, which was taken to mean by the Government that Minister Conger and his diplomatic colleagues were safe. The fact that Mr. Goodnow omitted from his dispatch the names of the legations reported burned and those left standing is regretted by the officials. Fear is expressed that when communication with the legations is opened there will be a terrible story to tell.

The Government has no reason to change the opinion expressed yesterday as a result of the conference between the Secretaries of State, War and Navy, that everything had been done by the United States to meet the demands of the situation in China. Unless news of an absolutely reliable character is received showing that more American troops are needed, or unless Admiral Kempff or some other responsible representative of this country in China calls for reinforcements, none beyond those already on their way or to be ordered under previous arrangements will be sent. The Government holds that it is doing its full duty in the circumstances, having dispatched a brigade of troops and a large number of ships, marines and seamen for Chinese service, in addition to those already on Chinese soil or in Chinese waters. Every piece of additional information received by the Government from China convinces the officials that the troubles in that country will not blow over.

As some officials were inclined to believe early last week. It is believed that if the German Minister was murdered, war between China and Germany will surely come. As for the burning of legations, that indignity may be adjusted without war by the payment by China of a heavy indemnity in money or territory.

It is this possibility of a demand for territorial reparation that causes the most uneasiness here as to the outcome of the present troubles, as the Powers of Europe and Japan are watching one another jealously in the fear that a move in that direction may be made by one or some of their number. The United States is not likely to be the first to act, but the arbitrator of any differences that may arise than any other nation involved because its war ships did not participate in the engagement with the Chinese forces or its naval commander at Taku in the prior demand for their surrender.

As was told in THE SUN this morning, the Administration authorities are congratulating themselves and Admiral Kempff over the fact that the latter held aloof from the affairs of the forts. THE SUN reporter was told to-day on pretty good authority that Admiral Kempff had been asked his reasons for not cooperating with the other foreign naval commanders in the demand and subsequent attack. While statements obtained from officials would indicate that this is not correct, it is probable that Kempff made some explanation for not joining the international allies which was of a satisfactory character. This would explain why the Government now commends his conservative course.

## RIVER OPEN TO TIEN-TSIN.

British Admiral's Report—Russia Has Landed the Most Men at Taku.

Special Cable Dispatch to THE SUN.

LONDON, July 1.—The Admiralty has received the following dispatch from Admiral Bruce, sent by way of Chefoo, June 30, 2:10 P. M.:

"The conduct of Commander Stewart of the Algerine and Commander Lunz of the Italia (German) at the bombardment of Taku was magnificent and elicited the admiration of the allied ships."

"The river route to Tien-Tsin, fifty miles from Taku, is now open. The railway is now nine miles from Tien-Tsin and the road inward is not [now] quite safe. Communication with the commander-in-chief at Tien-Tsin is difficult. Frice, with Craddock, had to fight his way into Tien-Tsin. Craddock was also commander of the storming party which took the forts at Taku. The fort which commanded the river thirteen miles above Taku was found deserted."

Kansas City and Return, 329.75.

Magnificent service by Locomotive R. R. and Great Northern. Ticket and fare to St. Paul, Minn., July 1. Dining car, sleeper, quick time—4.00.

## ADMIRAL KEMPP CAUTIOUS.

Avoiding Hostilities Except Such as Are Necessary to Rescue Americans.

Special Cable Dispatch to THE SUN.

TAKU, June 27 (Delayed).—Admiral Kempff opposed the policy of attacking the Chinese army unless they began hostilities. It is now admitted that the Boxers, by attacking the British, turned the Chinese into allies of the Boxers. This, the Americans think, might have been avoided. Admiral Kempff is holding aloof from all hostilities except such movements as are necessary for the rescue of Americans.

To-day Lieut. Jayne of the Newark is attempting to reach Tien-Tsin by boat.

At the storming of Tien-Tsin, on June 23, the British and Americans carried by storm a village outside the walled town.

In an ambulance on June 23, three miles from Peking, when Major Waller's command, with 440 Russians, was obliged to retreat, the Americans abandoned a Colt gun. Four of the Americans were killed and seven wounded.

There is the gravest anxiety regarding the foreigners in Peking. Admiral Kempff believes that large reinforcements will be necessary in order to reach the capital, but he is avoiding all action which would involve the Americans in future diplomatic discussions.

## JAPANESE STATESMEN'S VIEWS.

Anxious to Restore Order in China and Avoid Disagreement Among the Powers.

Special Cable Dispatch to THE SUN.

LONDON, July 2.—The Tokyo correspondent of the Daily News cables that he interviewed Marquis Yamagata, Prime Minister of Japan, and Viscount Aoki, Minister of Foreign Affairs, yesterday. Marquis Yamagata said that the Chinese in 1904 had the making of fine soldiers, but were badly led. The population also remained neutral, which favored the Japanese. Now the people are embittered and excited against the foreigners, owing in a great measure to the concessions of territory made to Russia, Germany and Great Britain, the consequences of which will probably yet be vast.

He insisted that Japan's expedition to Peking had the sole object of rescuing the legations. The problem now was whether their expulsion would be necessary. It was to be feared that a heavy expenditure to waste time in the hope that the Powers would become disunited. If this happened while the fleets guarded the ports coast would return in the interior. Japan was preeminently anxious for peace, as the stoppage of trade that would result from war would be more disastrous to her than to any other nation.

Viscount Aoki was of the opinion that the present rising was deep and widespread. The Peking Government had done nothing to suppress the troubles and the nations are face to face with what is practically a declaration of war upon the whole world by the uncontrolled millions of China. He feared that the Powers must be prepared to crush the Chinese or scuttle. He declared that he was emphatically of the opinion that the expulsion of the foreign missionaries was a casus belli.

Viscount Aoki refused to talk of the possibilities of contingencies arising from disagreements between the Powers. He said that Japan was strongly drawn towards Great Britain and America. Japan, however, was anxious to avoid jealousy, but if the partition of China proved unavoidable she would certainly be unwilling to stay out. Her interests equalled the others, and therefore she sought to have an equal voice in anything that was done.

## APPROVING KEMPP'S COURSE.

Doubt Now of the Wisdom of the Powers in Attacking the Taku Forts.

Special Cable Dispatch to THE SUN.

LONDON, July 2.—A dispatch to the Daily Mail from Shanghai says that some people are of the opinion that had judgment been displayed in sending the ultimatum that led to the taking of the Taku forts, as the Chinese commander was willing to yield, it would have been better to have waited until the Viceroy of Pe-Chi-Li by wire. Native officials say that the answer made to this request was that there was no time to wait, and that fire would be opened at 2 o'clock in the afternoon. The Chinese then determined to fire first.

As evidence of the good equipment of the Chinese, it was stated that they have already been captured around Tien-Tsin.

Among the casualties to Admiral Seymour's force Capt. Buchholz, of the Kaiserin Augusta, was killed and Capt. Von Uedem, commander of the Hertha, was wounded.

## BARON VON KETTLER'S CAREER.

The Murdered Minister's Wife Miss Ladyard of Detroit.

Baron Clemens von Ketteler had been in the diplomatic service about twenty years. He was first Secretary of the German Embassy in Washington from 1892 to 1896, when he went to Mexico as Minister. He was then married Miss Ladyard, daughter of H. B. Ladyard of Detroit, President of the Michigan Central Railroad. In 1899 Baron von Ketteler was sent to China as Minister on account of his knowledge of affairs in the East, gained by several years' experience in China previous to coming to the United States. He early carried out his duties with energy and efficiency in some of the smaller European countries.

## THE SHELING OF TIEN-TSIN.

Foreigners Built Earthworks the Second Day—Water Supply Poisoned by Dead Chinese.

Special Cable Dispatch to THE SUN.

SHANGHAI, July 1.—When the bombardment of Tien-Tsin by the Chinese was opened the foreigners had made no preparations for safety except to take to the boats. On the second day, however, earthworks were constructed in the fort corner of the new German settlement, and under these the inhabitants took refuge. Afterward, when they became accustomed to the fire, they took refuge in Gordon Hall and the Astor House, a hotel.

Toward the end of the bombardment the river was poisoned by hundreds of dead Chinese. The water was in frightful condition, but nothing else was available and the people were compelled to use it. They were limited, however, to one glass a day each.

Six civilians were killed and two wounded.

## GEN. CHAFFER SAILS FOR CHINA.

Harried From the Train to the Transport Grant, Which Strained at Once.

WASHINGTON, July 1.—Brig. Gen. Chaffier arrived here at 5 o'clock this evening. He was taken from the train to the wharf, where he was transferred to the tug Fearless. He was accompanied only by his aide, Lieut. Harper. He gave the reporters the slip, and on the tug went down the river to the transport Grant. A moment's loss of time the big steamer began her voyage to China. When opposite Fort Point she received her instructions from Washington. The Navy Department received a dispatch to-day from Commander Henry Knox of the transport Grant, dated Canton, July 1, reporting the arrival of the transport at that place from Hong Kong. The transport was ordered from Manila to visit Canton and other Chinese ports to give any protection to American interests that might be required.

American consular officers at several Chinese ports have represented that anti-foreign outbreaks are imminent.

## Niagara Falls and Return—38.

Tickets good going July 3, returning July 5. On sale at Locomotive Railroad ticket office—A. B.

Everyday is delightful, dream and reality on the Day Line river trip. Good music—A. B.

# RIVER HORROR.

Fire Tragedy Cost at Least 150 Lives.

LOSS \$7,000,000.

The Three Burned Liners Stranded Wrecks.

## GREAT TALES OF RESCUE.

Harbor Boats Crowded With Sightseers From Far and Near.

About 120 Members of the Crews Missing.

The Other Dead Were Longshoremen and Visitors to the Ships—Twelve Bodies Taken From the Scales on Communipaw Flats.

Her Captain Dead—The Main and the Bremen Lying Side by Side Further Up Near the Jersey Shore—Thrilling Experience of Fifteen Men Who Spent Seven Hours Below Decks in the Burning Main and Were Saved at Last—Thieves and Scoundrel-Seekers Aboard the Bremen—The River a Resort for Curious Persons, Some of Whom Came Many Miles to See the Hulls and Ruins—About 135 Injured Men and Women in Hospitals—Survivors Spin Very Many Interesting Tales to "Sun" Reporters.

Although it is still impossible to tell exactly how many lives were lost in the great fire that swept away the piers of the North German Lloyd Steamship Company in Hoboken on Saturday and destroyed three of its ships, the best estimate that can be obtained is that 120 members of the crews of the burned vessels perished. Some longshoremen also lost their lives, but the agent of the company thinks that the number was much less than fifty. Of the visitors who were aboard the ships he knows nothing, but inquiries have been made at Hoboken for thirty-six persons not members of the crews who are said to be missing. There are seventeen dead in the morgues. The property loss is believed to be between \$6,000,000 and \$7,000,000.

Thousands of persons from this city, the surrounding towns in New Jersey, and many from even as far as Trenton and Philadelphia flocked to the harbor yesterday to get a sight of the ruined ships and the damage that had been done ashore. The boats and ferry houses of the Hoboken Ferry Company were crowded all day long, as were those of the Pennsylvania Railroad ferry running from Twenty-third street to Jersey City, and of other ferries whose course would carry passengers within view of the piers and hulks. The harbor was full of yachts and other craft which cruised up and down from the Scales, lying on the Communipaw flats, to the Main and the Bremen, which were beached further up the river off Shadyside.

SATURDAY'S GREAT SPECTACLE.

What yesterday's crowds saw, no doubt, was somewhat of a disappointment. The piers were burned away so that only the stumps of the piles showed above the water. The blackened hulks of the ships were more satisfactory as spectacles, but even they gave little indication of the awful sight made by the fire while it was burning. Those who witnessed the great volume of flame and smoke rolling up from the Jersey shore on Saturday afternoon and the river full of blazing vessels drifting down the stream have in their minds a vivid picture of the most spectacular fire ever seen in or about this city. Flags generally were at half-mast along the water front yesterday.

The greatest interest yesterday centered about the three ships that were burned. There is some doubt as to whether any of them will ever be of much value. The Scales, it is said, is a total loss and of the Main nothing that remains is of use except the engines. There is believed to be more hope for the Bremen.

## DIVERS WORK ON THE SCALES.

The Scales lies in the mud about three-quarters of a mile off Communipaw, N. J. She is a mere skeleton aloft. Her machinery is said to be worthless. Twelve dead bodies have been taken from her, including one which has been identified as that of Capt. Mirow. There are others in the hold, the number of which is variously estimated at from twenty to fifty. Divers worked all day getting out the dead and will resume their efforts this morning. Two of the biggest derricks in the harbor are employed on the wreck.

## THIRTEEN ABOARD THE BREMEN.

The Bremen, which was also afloat, was finally beached on the west side of the river opposite Shadyside. Men explored the port side of the ship yesterday and found no bodies. The starboard side was too hot to be searched. As soon as the Bremen became cool enough for persons to be able to go on deck, thieves got into her cabin and stole a great deal of jewelry and clothing belonging to the officers. Relic hunters were numerous and seemed to covet every movable thing that they could get away with.

The seventeen sturdy Germans belonging to the engineer's department of the Bremen, who were imprisoned between the decks, were rescued on Saturday night.

While the Main was burning at her pier tugs were hauled to her and she was towed up the river. After they had left her she drifted over alongside the Bremen, where she lies on a nearly even keel. If the Bremen were as upright as she a good jumper could easily leap from one ship to the other. She is still afloat. A great part of her sides are red hot and she will burn probably for several days. Capt. Petermann thinks that there are fifty dead in the hold of the ship. Others who have facilities for knowing something about the matter believe that even more bodies will be found when it is possible to examine her.

## SEVEN HOURS IN A FIERY PRISON.

Perhaps the most thrilling escape of the whole conflagration was that of a party of fifteen men belonging to the Main's engine department. The men—thirteen mechanics in charge of two engineers—were away down in the ship's after hold below the water line, tinkering about one of the shafts when they heard the alarm. Escape was cut off from the decks, so at the advice of the engineers all fifteen went below again and took refuge in one of the shaft tunnels. This is a compartment about thirty feet long by seven wide and seven high, and in it the party remained for a good part of the seven and a half hours they were cooped up in the greatest peril and suffering. When the Main was beached alongside the Bremen all hands gave her up, she was such a fiery wreck, and devoted attention to the Bremen. Great therefore was the surprise when a feeble light was heard coming from the Main and greater still was it when it was discovered that there were fifteen men on her deck who had remained alive aboard her throughout that seven-hour ordeal. They were speedily rescued and taken to a hotel in Hoboken.

The men and women who were rescued from the burning vessels were cared for ashore in hotels and other places. There are about 125 injured people in hospitals in this city and on the other side of the river.

## VIEWS AFOAT.

THE SUN'S tug made an afternoon cruise to the ruins of the three liners and noted the intense interest of Sunday excursionists out in all manner of floating things, in the tragedy of Saturday. Everywhere the water was dotted with boats from burned lighters and barges and the liners themselves. Chattered boards and masses of half-burned cotton floated in on one tide and drifted out on the other, and much of it found all-day lodgement in slips and basins. Some of it was gathered in by hundreds of parties who ventured out on the rough water in rowboats and little sailing craft.

The long-distance ferryboats plying between Twenty-third street and the Pennsylvania station at Jersey City and those running between the Manhattan shore and Hoboken and Weehawken were crowded with curious folks who had read about the conflagration in the morning papers. The sides of the Pennsylvania tug were going up and down the North River fact, the smoldering ruins of the long piers were jammed to the rails. Boats going up the river always had a heavy list to port and those coming down keeled away over to starboard.

## SPECTATORS ON THE HILLSIDE.

The curiosity afloat was more than paralleled by the interest ashore. The picturesque green slopes of Hoboken to the northwest of the scene of the fire were thronged with men and women, the latter in bright sunny attire which helped to relieve the monotony of the emerald background. They looked like an audience in the seats of an amphitheatre. The high walls of the Palisades, off which the Bremen and the Main lay, were crowded with spectators. What they could see from their elevation must have appeared somewhat dim to them, as they were only dimly visible to the view from the Main and the Bremen and the many on the decks of the tugs still around there.

## THE WRECKERS AT THE BREMEN.

The wrecking boat Hustler was pumping two good streams into the Bremen, which was headed up stream lying on her port side at a slant of nearly forty-five degrees in about fifteen feet of water. The little tugboat Florence was going up and down the North River fact, and hovered around the wrecks by playing a stream which barely reached her deck, and was not more effective than the water from a garden hose. The Florence excited the derision of the other tugboats, but kept on squirting as if she had the water tower of the New York.

The great wrecking steamer, the J. Merritt had been forced away from her berth at the starboard side of the Bremen by the upsurging of the blazing Main. She had clung to the liner like a terrier, pouring in five powerful streams almost incessantly since she grappled the Bremen a little after 4 o'clock on Saturday afternoon. She was still at it yesterday, and her skipper, Capt. Walcott, says she may continue the work for four or five days before she will be able to draw out entirely the persistent fire in her cargo compartments, both forward and aft. When the Main came along, Capt. Walcott was forced to let go his hold for a moment and change over to the starboard bow of the Bremen. He said he did not think that her engines would be fit for work, and he regarded it as doubtful that she would ever be able to go into service again. He thought that her hull was still in fair condition, especially below the water line.

## MAIN A RUINED HULK.

Her Captain Thinks at Least Fifty Died on Her—A Thrilling Rescue.

During seven hours and more while the steamship Main blazed like the sun in heaven, there lay, beneath that dreadful area of flame, fifteen men. What was going on above they knew not. All that they knew was that the ship was afloat and that their officers were with them and would tell them what to do. So they followed the officers with the blind and fatal fidelity of the Teutonic sailor and, long after the rescuing parties had given up hope of getting another living being from the ship, they crawled into safety and were taken away on a tug.

Their rescue forms an even more marvelous chapter in the great fire tragedy than does the saving of the pent-in-men on the Bremen. How many died were left behind them in the bowels of that floating furnace is a matter for terrible conjecture. Capt. Petermann of the ship says that fifty men were lost altogether, according to his most conservative estimate. Those who have been on board of the Main and know the circumstances of her destruction—of destroyed life, all except her shell—would not be surprised should her dead mount up to twice that number. As yet nothing that can be positively identified as a human body has been found upon her, but the fire still shuts off the places of refuge where those who were hopelessly hemmed in would have taken refuge, to die by water rather than by fire. It will be long, therefore, before the full number of the victims can be ascertained.

## CHICAGO, St. Louis and All Leading Western Cities.

Are reached readily with comfort and safety by the superb through trains of the Pennsylvania Railroad—A. B.

## too, before the hatchways, where the crew and the stowaways were can be explored for they are still massed of men. It may be days yet before anything like a complete list of the dead aboard the Main is obtainable and it is more than likely that in that fearful heat some bodies were destroyed entirely.

## ATTACKED BY FIRE ON ALL SIDES.

When the first flames reached her the Main was on the north of her pier taking on a cargo of cotton and grain. Her crew of 160 men were at work loading her and with them were from 100 to 150 stowaways and longshoremen; just how many will in all likelihood never be known. From all sides at once, as it seemed to those aboard her, the fire caught her. The busy workers in the hold were rescued from the burning of peril. Only a few people were on deck. It is thought, although this is not certain, that there were some visitors looking over the ship and the finding of a pair of little shoes in one of the cabins with what appears to be the remains of charred flesh and bones in them gives a ghastly confirmation to this belief.

When the ship's danger is not known, but Capt. Petermann seems to have been the first to appreciate it. He was in his cabin when he heard the crackling of the fire eating its way along Pier 2 which had caught from Pier 3. As he ran out on deck and cast a glance around him it seemed as if the ship were hemmed in on every side. A steady fire, the Thingalla in on every side. The only one north of him, while below him the two North German liners were spouting fire ruin and the wind driving the flames outward formed a terrible barrier between him and the open water beyond. Nevertheless, to reach that open water seemed his only chance. As he ran along the deck he caught sight of a first officer, Peterson.

"Cast loose the ship," he shouted to Peterson.

In time of danger the first thought of the experienced captain is to reach the bridge of his ship. Hardly could Capt. Petermann have found a more perilous place, but he ran to his station and sent to the engine room his first and last signal, the only one for which he had time. It was the order to man the pumps for the auxiliary engines. Steam was not up for the main engines. From his high vantage point the captain looked about him for a tug. Tugs enough were there but all were busy with the other blazing vessels.

## SCRAMBLING TOWARD ESCAPE.

He had just time to note that his own ship was now aflame from stem to stern and that the blazing cotton bales on the lighters and on the pier were deluged with a shower of fire when there swept up and over the bridge a blast so fierce that he felt like a man shot to the heart. When he staggered to his feet he was dazed and choking. He seemed to be in the centre of a maelstrom of withering heat. How he got away he hardly knows. He remembers vaguely clambering down to a deck that scorched his feet and hands as he went and shouts from all sides. Then he found himself clinging to the starboard rail and looking down into the water. There was a rat below him and people on the raft who were frantically signalling to a tug out near the pier head. Feeling along the rail he touched a rope that he held on to and with that rope swung over the side. In a moment he was on the raft and then a row boat took him to ashore.

As he went he saw his ship a mass of fire from stem to stern. Everywhere her wreckwork was being licked up. From the bow, which was nearest shore, he saw dark figures plunge. When they were on the pier they were to shore he could not tell in the fierce glare that reflected from the water. His ship was gone, and that without his having had a chance to save her. Almost from the first she was beyond hope. Some one had cast off the bow hawser, but the tide pressed the ship right against the pier and held her there as if with rivets. Blazing from her bow, on one side and blazing pier on the other, both filled with the inflammable cotton, spouted upward their red currents along her sides. It was so hopeless a case that the men who were fighting the fire gave her up as lost after the first quarter of an hour and left her to her fate, believing that those who had had time to jump into the river from the Main and the Bremen were drowned there, had chosen the lesser death.

## SAVED BY LIFE LINES.

Some there were who jumped from her decks and found refuge on the lighters which had not yet been involved in the conflagration. Others plunged and swam. Ready-witted others had ordered ropes let down at the first warning, and many lives were saved in this way. A deck steward took a stewardess down one of the ropes, and says that he saw many other people follow. Spawners saw said afterward that a woman threw herself from the rail onto the centre of a lighter that was all aflame and that almost before she landed a man leaped after her. Both must have been instantly killed. First Officer Petermann jumped only after he had been severely burned, and First Machinist Hartmann was also burned in making his way across the lighters to the rail, from which he jumped. One of the officers, as soon as the peril of the ship was apparent, shouted down the hold for the men who were at work there to come up, and a stream of them poured out of the hatchways; but how many came up nobody even pretends to guess.

## DARING TUG GRAPPLE THE MAIN.

With the departure of the last human being who was seen to leap forth from that mass of fire the Main was no more considered. The best that was hoped for was that she would sink where she lay. That any living being should be aboard her wasn't regarded as within the possibilities. But there were tugboats hovering around whose captains had their own ideas of the possibilities of saving some part of the ship, and when the pier had burned to the water's edge and there was a chance to get in, the tug Peter Cahill and John Lee made for her. She was still fast at the stern. Capt. Mortuary of the Lee got in close enough to reach the last stowed hawser that held her captive and at the imminent peril of his life hooked them apart with an axe. In doing so he lost both of his eyebrows and a large portion of his hair, but as the last strand snapped the great flaming hulk began to move sluggishly from the rest of the Main. Meantime the Cahill had been circling about trying to find some spot where a towing hawser could be made fast and finally found one at the stern, where the rudder yoke offered a hold. Under the stern Capt. Curran of the tug was somewhat sheltered from the heat, and he succeeded in making fast. A small later the Lee had also fastened on. Under the impulsion of the powerful little tugs hauling on the 6-inch hawsers the liner moved stern first out into the stream. As she moved, a flaming spectre of a ship from between smoldering ruins of the piers, she painted the sky above with a moving picture of lurid and